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DATE OF INFORMATION

THIS IS UNEVALUATED INFORMATION

1. The Volga-Don Shipping Company was organized to transport cargo in the Don River Basin. At first this shipping company was called simply the Don State River Shipping Company. In about 1936, in connection with construction of the Volga-Don Canal then being commenced, the shipping company was renamed the Volga-Don State Shipping Company.
2. It should be kept in mind that the Soviet Government carried on work on the Volga-Don Navigable Canal long before World War II and only the threat of the approaching war made imperative postponement of construction in about 1940.
3. [redacted] work on the Canal was resumed in 1947. Soviet official sources show that construction of the Volga-Don Navigable Canal was resumed in 1948, which can be confirmed, for example, in an article by Zvonkov, river transport specialist and corresponding member of the USSR Academy of Sciences entitled "New Transport Communications" ("Noviye Transportniye Svязi") appearing on page 133 in the book, "Great Construction of the Stalinist Epoch" (Velikiye Sooruzheniye Stalinskoi Epokhi"). The book was published in 1951 by the "Molodaya Gvardiya" Publishing Company. In spite of the fact that work on the Volga-Don Canal was postponed, the name of the shipping company, Volga-Don State River Shipping Company, was not changed. [redacted] there was no need for changing this name since the canal would eventually be completed anyway.
4. The Directorate of the Volga-Don State River Shipping Company before World War II was located in Rostov-on-the-Don at the beginning of Prospekt imeni Budyonnovo (not far from the bridge across the Don). Activity of the shipping company prior to the opening of the Volga-Don Navigable canal was confined to the Don River basin and particularly to the Don itself from Rostov to the vicinity of Lebiadan, a little north of Voronezh.
5. In 1951 about 80 self-propelled vessels (tugs and passenger ships) and about 120 non-self-propelled barges were in use by the shipping company. For that year, the volume of cargo hauled by the shipping company was to be about 6-6.5 million

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SECURITY INFORMATION

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tons. After the canal was put into use, the volume of shipments rose sharply. This was noted in a USSR Council of Ministers regulation dated 10 Jun 52. This regulation indicated that completion of the Volga-Don Navigable Canal made it possible to connect the White, Baltic, and Caspian Seas with the Black Sea and the Sea of Azov, creating a single water transport system and making it possible in 1952 to begin shipping in volume.

6. The main cargoes shipped by the Volga-Don Shipping Company are: coal, timber, cement, and grain. Unquestionably the volume of shipments of these cargoes, and particularly timber, grew significantly with the opening of the Volga-Don canal.
7. The fact that the name, "Volga-Don River Shipping Company" existed before the opening of the Volga-Don Navigable Canal can be easily confirmed, for example, in the Soviet papers "Pravda" and "Izvestiya" for April or May 1952 where all the organizations of the Ministry of the River Fleet published vows to Stalin on fulfilling production plans ahead of schedule in 1952. Mention of the Volga-Don Shipping Company can also be encountered in newspapers of 1951, 1950, and other years. Thus, the fact that the Volga-Don State River Shipping Company existed prior to the opening of the Volga-Don Navigable Canal is not a figment of my imagination but was established by the Soviet Government itself and is confirmed in the Soviet press.

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